

# Transportation - Draft 2.0

*All narrative is new in Draft 2.0. Redlines track changes in policy since Draft 1.0.*

## Vision Statement

In 2050, most Redmond community members live or work within a short distance of frequent transit or have convenient access to comfortable and connected pedestrian and bicycle networks, enabling affordable and sustainable mobility for many trips.

In 2050, Redmond's transportation system is resilient, and this resiliency is often experienced by what *doesn't* happen. Deployment of traveler information and advanced technology has improved overall system efficiency and made it easier to recover from localized disruptions like collisions or flooding. Completion of pedestrian, bicycle, and transit networks allows travelers to avoid vehicle congestion. Using diverse funding streams has enabled the City to stay on track with investments that improve resiliency.

In 2050, Redmond's transportation system is equitable and inclusive. The City has consistently invested in pedestrian, bicycle, and transit infrastructure and programs that benefit the entire community, and especially those who cannot or choose not to drive. The teen with a summer job takes the bus to work in Downtown and to hang out with friends in the evening. The resident who uses a wheelchair when patronizing local businesses in Marymoor Village can count on clear sidewalks and curb ramps. Students in Overlake ride bikes to school using a network of comfortable and convenient bicycle facilities.

In 2050, Redmond's transportation system is sustainable. Focusing growth around light rail and frequent transit enables more people to enjoy low-carbon mobility. The adoption of zero-emission vehicles and supporting infrastructure has helped Redmond achieve its greenhouse gas reduction goals for transportation. Redmond's infrastructure is efficiently operated and maintained. The City funds maintenance, preservation, repair, and replacement of assets to minimize life-cycle costs and support sustainability goals. Redmond's focus on pedestrian, bicycle, and transit systems has resulted in an integrated system that allows more people to thrive.

## Framework Policies

- FW-TR-1 Plan, design, build, operate, and maintain a transportation system that is safe and advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
- FW-TR-2 Maintain the transportation system in a state of good repair for all users.
- FW-TR-3 Complete the pedestrian, bicycle, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated mobility-transportation system.
- FW-TR-4 Plan, design, build, construct, operate and maintain a transportation system that supports the City's sustainability principles.
- FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

## Comprehensive Plan Guiding Principles

The following policies in this element support the Redmond 2050 guiding principles of equity and inclusion, resiliency, and sustainability.

Equity and Inclusion	Resiliency	Sustainability
<ul style="list-style-type: none"> <li>• TR-6.7 thru TR-9</li> <li>• TR-11, TR-12</li> <li>• TR-14, TR-16</li> <li>• TR-21</li> <li>• TR-29, TR-31</li> <li>• TR-47</li> </ul>	<ul style="list-style-type: none"> <li>• TR-4 thru TR-6</li> <li>• TR-22</li> <li>• TR-26</li> <li>• TR-33</li> <li>• TR-38</li> <li>• TR-43</li> <li>• TR-47</li> </ul>	<ul style="list-style-type: none"> <li>• TR-4</li> <li>• TR-9</li> <li>• TR-10 thru TR-12</li> <li>• TR-14 thru TR-17</li> <li>• TR-21 thru TR-22</li> <li>• TR-27 thru TR-28</li> <li>• TR-29 thru TR-31</li> <li>• TR-32 thru TR-35</li> <li>• TR-38</li> <li>• TR-39 thru TR-40</li> <li>• TR-42 thru TR-44</li> <li>• TR-47</li> </ul>

## Existing Conditions

### Background

Mobility is foundational to opportunity and quality of life. The Transportation Element describes how Redmond will develop and maintain its transportation system to provide mobility for people, goods, and services in a way that advances equity and inclusion, resiliency, and sustainability. The policies in the Transportation Element provide the framework for the Transportation Master Plan and for transportation-related development regulations. The Transportation Master Plan guides Redmond's transportation investments and activities, while transportation-related development regulations implement policy through new development.

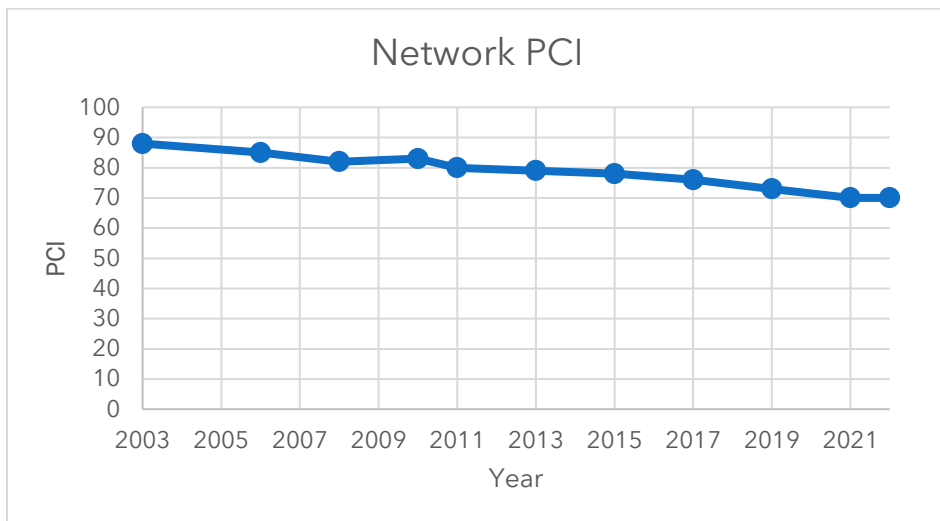
The same growth assumptions contained in [Table LU-1](#) in the Land Use Element were used for the Transportation Element. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies. Land use and transportation forecasts for these surrounding areas were developed by the Puget Sound Regional Council and are integrated into the assumptions underlying Transportation Element policies.

### Current Conditions

#### Redmond's Transportation System

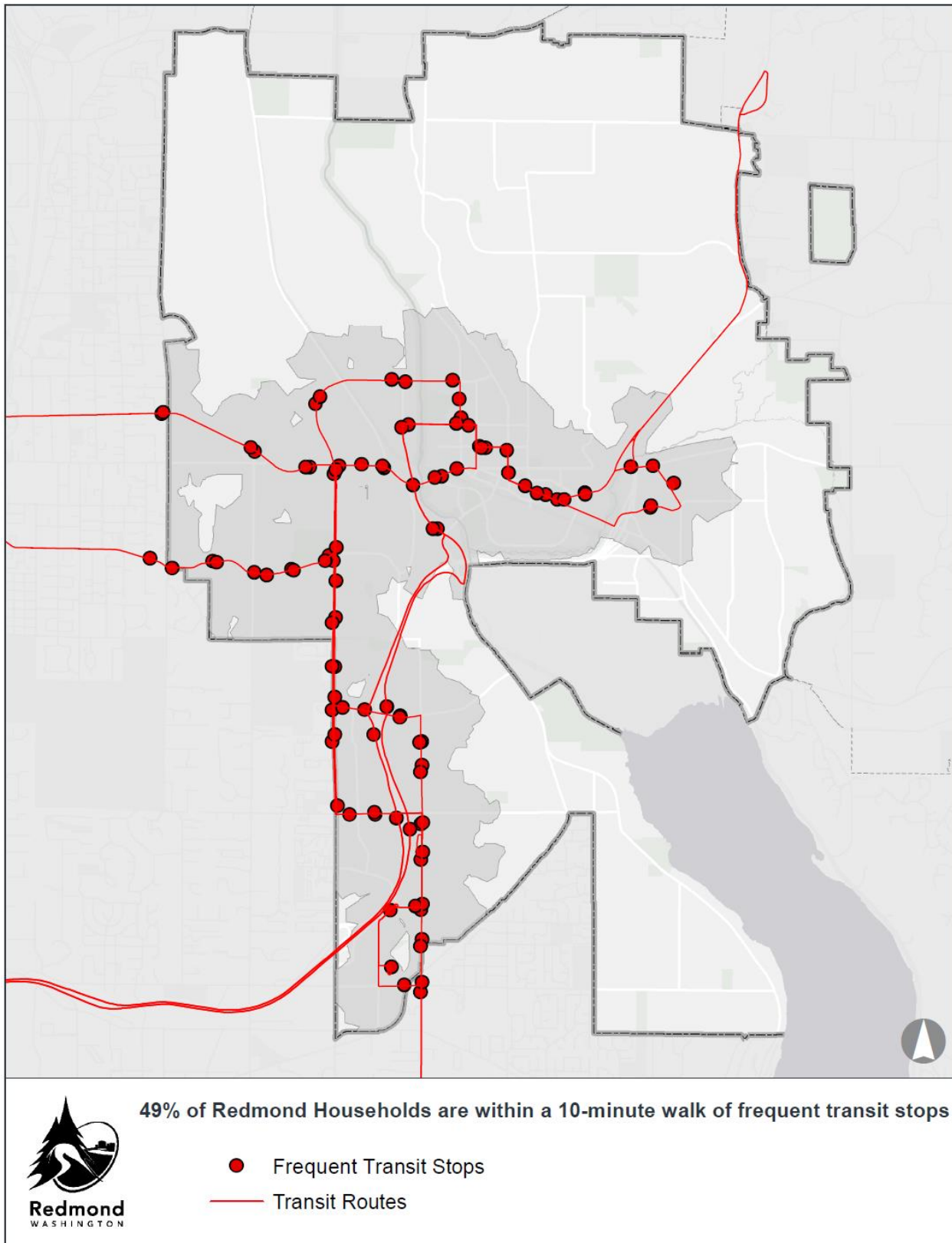
As of 2021, Redmond's street system comprises 197 centerline miles of streets ranging from the SR 520 freeway that supports regional mobility to local streets that provide property access. Redmond's pavement condition is worsening as infrastructure ages. The performance target for pavement management is an average pavement condition index (PCI) score above 70, out of a possible 100. The current average score is 70, down from 75 in 2013. The average for arterials is in the low 60's.

*An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network*



## REDMOND 2050

King County Metro Transit and Sound Transit operate public transit service in Redmond. Together they operate 11 bus routes, including four that operate no less frequently than every 15 minutes. These services put about half of Redmond households within a half-mile of frequent transit.



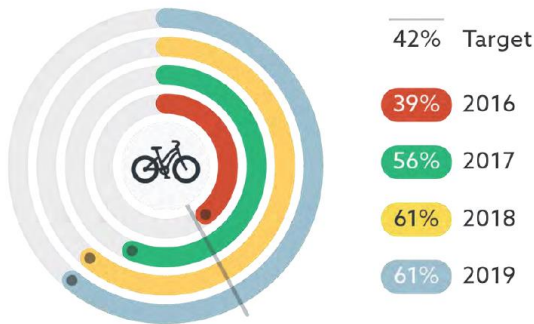
## REDMOND 2050

Redmond's pedestrian system comprises 249 miles of sidewalks and paved trails. Of this, 226 miles are sidewalks. Redmond owns about 5,000 curb ramps on these sidewalks. While ramps were generally ADA compliant when constructed, approximately 80 percent are not compliant with current ADA standards, including locations where there should be a ramp but there is not a ramp.

Redmond's bicycle system comprises 76 miles of bicycle facilities, including bicycle lanes (56 miles), shared lanes (1.6 miles), and shared paths (14.2 miles) that are also counted as part of the pedestrian system.

### Network Completion: Bike

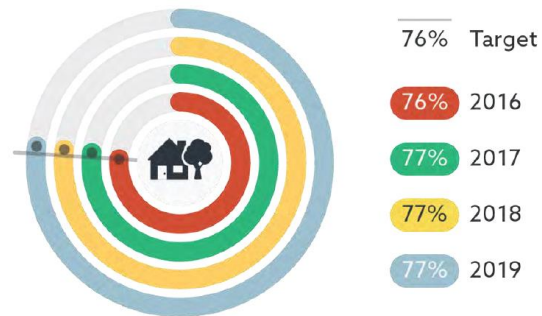
Well-connected citywide networks for all modes of travel make it easier to reach your destination



### (Pedestrian)

### Network Completion: Neighborhoods

Well-connected citywide networks for all modes of travel make it easier to reach your destination



Redmond maintains a 36-mile two-tier freight route system that includes "primary truck streets," "truck access streets," and the SR 520 freeway. Primary truck streets accommodate through truck traffic in Redmond. They are arterials that directly connect with regional roadways like SR 520 or that currently have high volumes of trucks and are predicted to have high volumes of trucks in the future. Truck access streets connect the major industrial and commercial area in the Southeast Redmond neighborhood with primary truck streets.

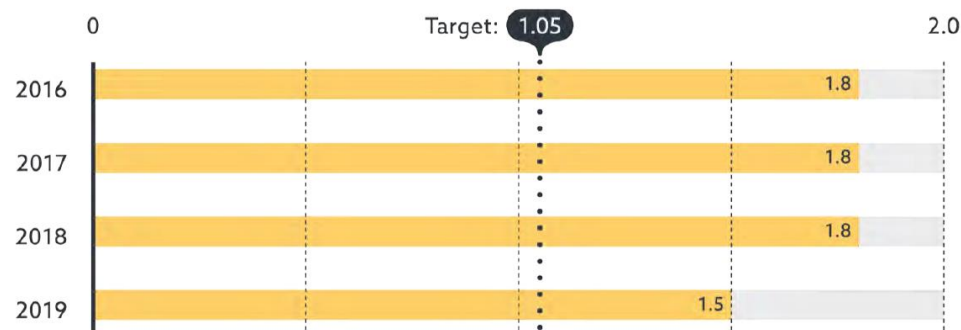
More detail about Redmond's transportation system can be found in the Transportation Master Plan.

## Other Selected Performance Measures

### Concurrency

#### Concurrency

Ratio of mobility units of supply to demand

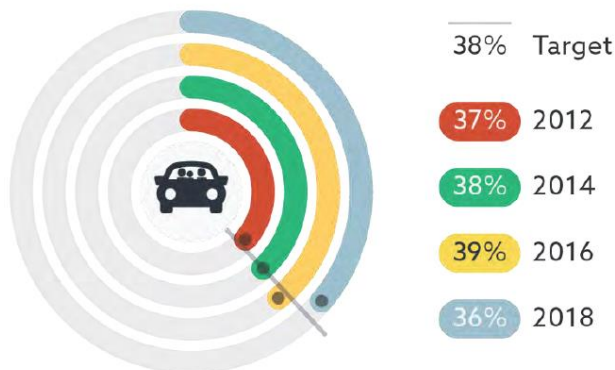


# > REDMOND 2050

## Mode Share

### Non-SOV Mode Share

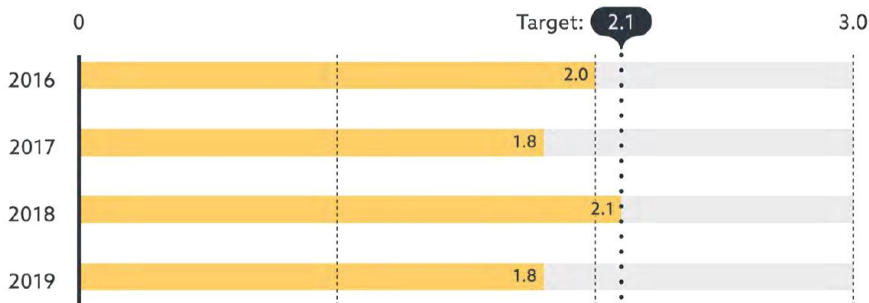
Commuters that don't drive alone to work



## Safety

### Safety

Injury rate per 1,000 daytime population



## Policies (Policy)

The policies below describe essential characteristics of Redmond's transportation system. The system must serve the land use vision, it must be safe, and it must be flexible as conditions change.

**FW-TR-1** Plan, design, build, operate, and maintain a safe transportation system that is safe and advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.

**TR-1** Ensure that all components of the transportation system serve to achieve the preferred land use pattern contained in the Land Use Element

**TR-2** Improve the safety of the transportation system with the goal of achieving zero deaths and serious injuries by 2030.

**TR-3** Maintain flexibility a posture of adaptability in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption change.

**TR-3.5** Require consistency with the Parks, Arts, Recreation, Conservation, and Culture (PARCC) Plan and all modal plans in the Transportation Master Plan (TMP) in the review of development applications.

### Maintain Transportation Infrastructure

Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to acceptable condition.

In addition to existing facilities, Redmond is also building new types of facilities to achieve its vision, that have new and different maintenance requirements. As new facility types are constructed, the City must plan and account for their maintenance needs and costs so that they can be kept in good repair.

#### FW-TR-2 Maintain the transportation system in a state of good repair for all users.

**TR-4** Design and build a [mobility transportation](#) system that can be efficiently operated and maintained.

**TR-4.5** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. [Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advancement of need.](#)

**TR-5** Maximize the safety benefits and cost effectiveness of transportation system maintenance expenditures.

**TR-6** Design and build a resilient [mobility transportation](#) system. ~~Protect it against disasters by maintaining~~ [Develop incident and disaster prevention and recovery strategies that are coordinated locally and regionally and coordinate them with local and regional partners.](#)

**TR-6.5** [Manage public right-of-way to maintain multimodal mobility while recognizing the need for occasional closures for maintenance, construction or special events. Discourage interruptions to comfortable and convenient walking, bicycling, and transit use.](#)

### Improve Travel Choices and Mobility

Transportation systems exist to provide mobility for people, goods, and services. Advancing equity and inclusion, sustainability, and resiliency requires redoubling our efforts to improve mobility for those who get around primarily without a personal vehicle. To that end, this section of the Transportation Element contains policies for the different transportation modes that provide mobility, such as walking, bicycling, and riding transit. It also includes policies for roadways, recognizing that automobiles remain an important way of providing mobility. The policies in this section are implemented through projects and programs that are described in the Transportation Master Plan, as well as through standards and regulations in the Redmond Zoning Code.

#### FW-TR-3 Complete the pedestrian, bicycle, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated [mobility transportation](#) system.

## Equity In Mobility

VISION 2050 describes an equitable transportation system as one that is effective, affordable, and provides access to opportunity especially for those who do not drive (see box). Those who do not drive are disproportionately people with low incomes, people of color, people with disabilities, and both the young and elderly. Though incorporated in 1912, Redmond was developed mainly as a car-oriented post-World War II suburb, solidifying dependence on private vehicles for most mobility. Thus, advancing equity means investing in travel modes that improve mobility for those who do not drive.

Black, Indigenous, and People of Color have been disproportionately harmed by decisions made about the transportation system. Across the United States, BIPOC neighborhoods have been disproportionately negatively affected by transportation infrastructure siting decisions, such as where interstate highways were built. BIPOC communities are also disproportionately impacted by pollution from transportation activities since those communities were historically excluded from locating in neighborhoods less affected by such pollution. To advance equity and inclusion, Redmond must especially consider the impacts of transportation decisions on communities who have been disproportionately harmed by past decisions.

*An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity. (VISION 2050)*

[TR-6.7 Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.](#)

[TR-6.9 Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.](#)

**TR-7** Implement transportation programs, projects, and services that prevent and mitigate the displacement of [communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement](#)~~Black, Indigenous, and People of Color, people with low and no incomes, and people with special transportation needs.~~

**TR-8** Develop a transportation system that minimizes negative health and environmental impacts to all, especially ~~Black, Indigenous, and People of Color, those with no and low incomes, and~~ those who have been disproportionately affected by past transportation decisions.

**TR-9** Prioritize transportation investments that reduce household transportation costs, such as ~~transit subsidies and~~ investments in [transit, bicycle and pedestrian system access, capacity, and safety infrastructure.](#)

## Walking and Bicycling

People who cannot or prefer not to drive should have comfortable and efficient transportation choices. Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. An integrated, safety-oriented pedestrian and bicycle system advances equity and inclusion, sustainability, and resiliency. It increases independent mobility, reduces reliance on single-occupant vehicles, provides convenient access to schools, centers, transit, parks, and other recreation areas, and encourages regular physical activity to enhance health and wellness.

- TR-10** Adopt and implement a Pedestrian Plan and Bicycle Plan in the Transportation Master Plan that result in connected neighborhoods with comfortable and convenient access to opportunity in Redmond and the region.
- TR-11** Prioritize the comfort, safety, and convenience of [people using](#) pedestrians and bicycle ~~facilities~~ [ists](#) over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize ~~pedestrian and bicycle~~ improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve [independent](#) mobility for ~~Black, Indigenous, and People of Color, those with no and low incomes, people with disabilities, and~~ those who rely disproportionately on the pedestrian and bicycle network.
- TR-12** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.
- ~~**TR-13** Require consistency with the Pedestrian Plan and Bicycle Plan in the Transportation Master Plan and the Parks, Arts, Recreation, Conservation, and Culture Plan in the review of development applications.~~

### Transit: Orient Around Light Rail

Transit plays a critical key role in providing local and regional mobility. King County Metro and Sound Transit operate public transit service in Redmond. Locally, transit connects homes, jobs, goods, and services in and around Redmond. Regionally, VISION 2050 and the King County Countywide Planning Policies call for channeling growth into regional growth centers and linking of these centers with light rail and other forms of transit. Redmond's Comprehensive Plan designates centers in Downtown, Overlake, and Marymoor Village that warrant investment in light rail transit to provide both local and regional connections.

- TR-14** Adopt and implement a Transit System Plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.
- TR-15** ~~Deploy/Implement~~ transit to connect people [in all Redmond neighborhoods](#) to centers and light rail, considering a full suite of transit options appropriate to the land use context.
- TR-16** Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.
- TR-17** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. [Consider opportunities for public arts and culture amenities in these areas.](#)

### Streets

Redmond's streets serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians. To accomplish that, the policies below call for classifying streets by function, establishing design standards for streets, and ensuring that Redmond's streets are "complete streets".

Streets also impact the character of a place. Wide streets with fast moving traffic are loud, contain higher levels of pollutants, and are generally inhospitable to people. Narrow streets with slower-moving vehicle traffic and comfortable places to walk and bike contribute to public health, social wellbeing, and the appeal of a place. Building street grids, especially in Redmond's centers, offers opportunities for individual streets to be built with fewer vehicle lanes since there are more choices for turning and access.

- TR-18** Adopt and implement a Street Plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. [Require that all streets be complete streets, built to accommodate all travel modes as defined in the Transportation Master Plan.](#)
- TR-19** Maintain a street classification system in the Street Plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.
- TR-20** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address [modal plans](#); context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; utilities placement; parking for cars, bicycles, buses, and other vehicles and scooters; and the comfort and safety of all users. ~~Design streets from the outside in to meet the needs of pedestrians, bicyclists, and transit users first, and to ensure that streets are no wider than necessary.~~
- ~~**TR-21** [Require that all streets be complete streets, built to accommodate all travel modes as defined in the Transportation Master Plan.](#)~~
- TR-22** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- TR-23** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic ~~control~~ [safety and operational](#) concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.
- ~~**TR-24** [Require consistency with the Street Plan in the review of development applications.](#)~~

### Enhancing Freight and Service Delivery

The movement of goods and services is a critical component of Redmond's transportation system. Southeast Redmond is an Eastside freight hub, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. Meanwhile, small businesses and customers throughout Redmond depend on the reliable movement of goods and services to thrive. Between long-haul arrivals and short-haul deliveries, Redmond's entire street system is used in the movement of goods and services. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. The policies below call for adopting a Freight Plan and monitoring freight and service delivery patterns.

- TR-25** Adopt and implement a Freight Plan in the Transportation Master Plan that results in the safe and efficient movement of goods and services to, from and within Redmond. [Consider the needs of freight operators, businesses, residents, and consumers.](#)
- TR-26** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.

### Transportation Demand Management

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to driving alone. TDM focuses on more effectively using existing and planned transportation capacity, helps accommodate growth consistent with land use objectives, and serves to better meet mobility needs.

- TR-27** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate future growth.
- TR-28** Establish TDM program requirements in the Transportation Master Plan that ~~at a minimum~~ address Commute Trip Reduction Act requirements, ~~transportation management programs that~~ support City mode split goals, ~~physical facilities that support non single occupant vehicle travel~~, ~~address~~ participation in transportation management associations, ~~address~~ mitigation funding from developments requiring TDM, and ~~incorporate~~ TDM support for non-commute/non-employer-based sites such as schools.

### Parking

Research has demonstrated that actively managing parking supply, such as through time limits and pricing, influences travel behavior and enhances the market for transit and other mobility options. Required minimum parking ratios lead to underused parking lots with negative financial and environmental impacts. Excessive parking is also contrary to goals such as maximizing transit-oriented development opportunities and developing 10-minute communities.

- TR-29** Adopt and implement a Parking Plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities.
- TR-30** Implement comprehensive parking management programs that at a minimum address shared parking, transit access parking, wayfinding, curb lane management, and localized parking imbalances. Use strategies like time limits and pricing to manage parking demand.
- TR-31** Establish off-street parking requirements to implement the transportation and land use objectives of the Comprehensive Plan. Reduce or eliminate minimum required parking regulations near high-frequency transit, ~~and~~ in centers, ~~and near neighborhood-based businesses~~ to maximize desired uses like housing and employment and to maintain drinking water well production. Consider the needs of older adults, families with small children, people with disabilities in the design of parking. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

### Environmental Sustainability

In 2017, the transportation sector accounted for 26% of the Redmond community's greenhouse gas emissions. This includes emissions from all vehicles when operating in Redmond. Transportation was the second-largest contributor to greenhouse gas emissions after commercial electricity (42%). Vehicles that burn fossil fuels contribute to air pollution by emitting particulates, carbon monoxide, and nitrogen oxides. Nitrogen dioxide reacts with oxygen to produce ozone. These emissions degrade the air and harm human health.

Oil, chemicals, and metals from vehicles pollute surface water. In 2021, 70% of Redmond's streets did not have basic water quality treatment and so pollutants flow into local waterways, harming fish and wildlife. In parts of Downtown and Southeast Redmond, under which an aquifer supplying about 40% of Redmond's drinking water lies, water from pollution-generating surfaces like streets cannot be infiltrated into the ground because doing so would pollute the groundwater. The more pollution-generating impervious surfaces exist above the aquifer, the less rainfall can be infiltrated into the aquifer. Pedestrian and bicycle paths that drain separate from roadways are considered clean and stormwater from these surfaces can be safely infiltrated.

## FW-TR-4 Plan, ~~design, build, construct,~~ operate and maintain a transportation system that supports the City's sustainability principles.

- TR-32** Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.
- TR-33** Accommodate electric vehicle charging needs into the design of the transportation system to encourage a shift to more efficient and lower-carbon vehicles.
- TR-34** Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the requirements of Chapter 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."
- TR-35** Improve surface and groundwater quality by reducing stormwater runoff, ~~and~~ minimizing impervious surface ~~area~~ from ~~existing and planned~~ transportation facilities, providing water quality treatment for transportation facilities, and removing fish barriers.

## Regional Transportation

A significant amount of travel that occurs in Redmond is regional in nature. Trips that are made through Redmond have their origin, destination, or both, outside city limits. Working with partners in the region, the City can significantly influence regional travel and the impacts of local travel within Redmond and between Redmond and neighboring communities.

### **FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.**

- TR-36** Work with state, regional, and local partners to advance an equitable and sustainable transportation system, including mutual priorities such as increasing transit access and service, implementing state highway corridor plans, connecting the region to national and world markets, and managing and mitigating cross-jurisdictional impacts of growth.
- TR-37** Participate in regional forums like the Eastside Transportation Partnership, Sound Cities Association, and the Puget Sound Regional Council to implement transportation plans and policies that affect Redmond, the Eastside, and the region.
- TR-38** Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:
- Support the operation of city arterials for all modes
  - Ensure efficient bus and carpool operations with dedicated HOV lanes that conveniently connect with transit hubs
  - Maximizes use of existing corridor through innovative treatments such as bus only shoulder lanes and variable speed zones; and
  - Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.

### **Concurrency and Level of Service**

Transportation concurrency and level-of-service (LOS) standards are requirements of the Washington State Growth Management Act (GMA). The City is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in the Redmond Zoning Code. The City's policies on transportation concurrency and level of service seek to promote Redmond's land use and community character goals, expand travel choices, and ensure efficiency and accountability in managing the transportation system.

**TR-39** Use a multimodal “Plan-Based” approach for Redmond’s transportation concurrency management system that:

- Funds transportation programs, projects, and services in proportion to the needs of the city and the pace of growth; and
- Encourages development that can be supported by transit.

**TR-40** Adopt and implement ~~the following~~ a citywide person-mile-of-travel-based transportation level-of-service standard: If land use growth and development of the city’s transportation system are proportionate, work in parallel, and are consistent with the Comprehensive Plan, all concurrency management requirements are considered met.

**TR-41** Take one or more of the following actions ~~in the event that if~~ the City is unable to fund the programs, projects and services identified in the Transportation Facilities Plan portion of the Transportation Master Plan (not in priority order):

- Delay development until such time that programs, facilities or services can be funded;
- Amend the City’s Comprehensive Plan to reduce the travel demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Facilities Plan to reflect known financial resources.

As a last choice, change the transportation level of service standard.

### Transportation Revenue

The Transportation Facilities Plan (TFP) is the part of the Transportation Master Plan (TMP) that describes the transportation investments that the City will make between 2022 and 2045 to support growth. The TFP financial program contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the TFP. Revenue sources contained in the financial program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

**TR-42** Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.

**TR-43** Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.

**TR-44** Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts.

### Transportation Master Plan

The primary purpose of the transportation system is to support the City’s goals, vision and policies and to shape the form of urban development in Redmond. To further that purpose, the Transportation Master Plan (TMP) is a functional plan that implements Transportation Element policies through programs, projects and services.

- TR-45** Adopt, implement, and regularly update the Transportation Master Plan as the guide for implementing and funding all transportation programs, projects and services. Include all components required by the Growth Management Act that are not included in the Transportation Element.
- TR-46** Include a long-range, funding-constrained Transportation Facilities Plan (TFP) in the TMP that identifies programs, projects, and services to be funded over the life of the TFP.
- TR-47** Ensure that all transportation planning and investment decisions:
- Support the preferred land use pattern contained in the Land Use Element
  - Advance equity and inclusion, sustainability, resiliency, and safety
  - Advance the strategies of orienting around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding
- TR-48** Establish and report on targets and performance measures to assess progress toward transportation policy objectives, including:
- Traffic safety
  - Mode split,
  - Infrastructure [condition](#)
  - [Proactive](#) maintenance [and operations](#),
  - Carbon emissions,
  - TFP project and program delivery,
  - Concurrency, and
  - Other specific targets and measures identified in the Transportation Master Plan.

# Transportation Policies in Other Elements

Only policies where a change is proposed (revision, addition, deletion) are shown. All other Transportation-related policies are documented in the Transportation Change Matrix and will be addressed in Redmond 2050 Phase 2. Grey text indicates no change proposed pending TMP updates.

#	Text
<b>Community Character and Historic Preservation</b>	
CC-24 (delete)	<p><del>Design and create trails, sidewalks, bikeways and paths to increase connectivity for people by providing safe, direct or convenient links between the following:</del></p> <ul style="list-style-type: none"> <li><del>• Residential neighborhoods;</del></li> <li><del>• Schools;</del></li> <li><del>• Recreation facilities and parks;</del></li> <li><del>• Employment centers;</del></li> <li><del>• Shopping and service destinations; and</del></li> <li><del>• Community gardens.</del></li> </ul>
<b>Urban Centers (Downtown)</b>	
DT-21 (revise)	<p>Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:</p> <ul style="list-style-type: none"> <li>• Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses</li> <li>• Encouraging use of transit, carpools, bicycles, walking, and other forms of transportation that limit congestion and parking demand</li> <li>• Maintaining an attractive and efficient Downtown transit center <u>and light rail station served by transit that connects</u> <del>that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region</del></li> <li><del>• Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service;</del></li> <li>• Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, <u>bike lanes</u> <del>comfortable bicycle facilities</del> on key streets, and signage at key points</li> <li>• Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways, and bicycle <u>lanes</u> <del>facilities</del> to provide strong linkages among destinations throughout the Downtown</li> <li>• Implementing shared-street connections to provide access, circulation, and active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and</li> <li>• Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling, or using transit alternatives.</li> </ul>
DT-23 (delete)	<p><del>Restore Redmond Way and Cleveland Street to two-way operation to improve the pedestrian and shopping ambiance by promoting slower vehicle speeds on Cleveland Street and to improve local vehicular circulation and pedestrian access to individual businesses on Redmond Way and Cleveland Street. Restore these streets to two-way operation after improvements to extend Bear Creek Parkway, 161st Avenue NE, and 164th Avenue NE have been completed.</del></p>

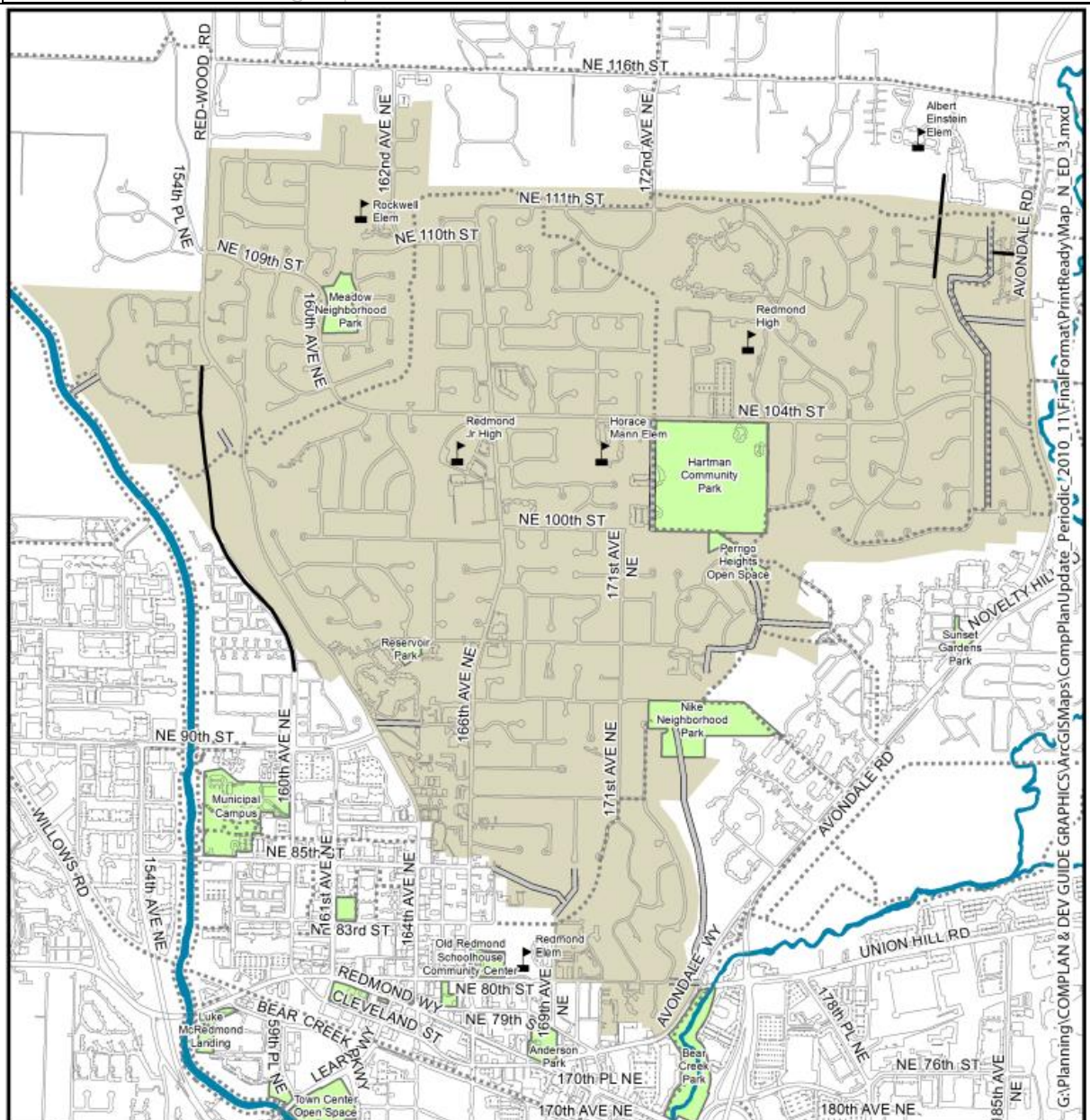
DT-33 (no change pending TMP updates)	Improve access between Town Center and Marymoor Park for pedestrians and bicyclists by developing a convenient, direct, and attractive connection across SR 520 and light rail facilities.
<b>Neighborhoods</b>	
<b>Bear Creek</b>	
N-BC-31 (no change pending TMP updates)	Complete the bike facilities along Avondale Road and Avondale Way. Connect these facilities to the local and regional trail networks.
N-BC-34 (delete)	<p>Evaluate strategies in future Avondale corridor planning efforts that would:</p> <ul style="list-style-type: none"> <li>• Improve safety for students walking and riding the bus to school;</li> <li>• Work to improve traffic flow by partnering with the school district and other transit agencies to evaluate and encourage alternatives to in-lane stops, and;</li> <li>• Manage speeds to posted limits.</li> </ul>
<b>Education Hill</b>	
N-EH Table 1: Street, Trail and Sidewalk Connections (no changes pending TMP updates)	<b>Streets:</b>
	1. Extension of 160th Avenue NE to connect with Redmond-Woodinville Road at approximately NE 106th Street
	<b>Trail Connections (In addition to those already shown on PRO PARCC Plan):</b>
	1. Avondale Estates/Tyler's Creek: trail connection north to Redmond/Puget Sound Energy Trail
	2. East Valley Heights/Valley View Trail: maintain existing and construct "missing link" and provide safe pedestrian crossing of NE 104th Street at 183rd Avenue NE to enhance trail connection to south
	3. Provide west/east access from Valley View Trail to Avondale Road NE (approximately NE 108th Street)
	4. Perrigo Heights, north/south link, to encourage ultimate connection to north side of Nike Park
	5. Trail from Rainsong Condominiums (PRD) down slope to Redmond-Woodinville Road, provide connection to Downtown and Bella Bottega at NE 90th Street
	6. Shaughnessy Heights trail connections: a. East/west from NE 85th Street, down through western ravine b. North to 169th Place NE
	7. Hartman Park Connection to NE 100th Street to west and south
	8. Extension of NE 80th Street east down slope to Avondale Road NE
	9. Redmond/Puget Sound Energy Trail Enhancements at SR 202, NE 104th Street, NE 110th Street and 172nd Avenue NE
	10. Redmond 74/Mondavio: trail linkages from project to Redmond/Puget Sound Energy Trail
	11. Trail from Nike Park south along ridge line (east of 172nd Avenue NE) to NE 80th Street
	<b>Sidewalk Connections:</b>
	1. South Education Hill: a. NE 89th Street: 166th to 168th Avenue NE b. NE 88th Street: 166th to 172nd Avenue NE c. NE 87th Street: 166th to 169th Court NE d. 172nd Avenue NE: NE 88th Street to Nike Park e. 172nd Avenue NE: NE 100th to NE 104th Street

2. Redmond-Woodinville Road: completed connections from NE 90th Street, north to city limits

Safe Crossing Improvements:

1. Provide safe crossing improvements to NE 111th Street when warranted

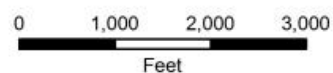
Map N-EH-3  
(no changes  
pending TMP  
updates)



## MAP N-ED-3 EDUCATION HILL CONNECTIONS

Effective: July 28, 2007

Note: The Education Hill neighborhood boundary was amended by the Bear Creek neighborhood plan effective March 12, 2011. Refer to the Bear Creek neighborhood plan policies and maps regarding the areas adjacent to Avondale Road.



N-EH-28 (delete)	Encourage transit service providers to consider alternative choices of vehicles for service within and connecting to the Education Hill Neighborhood to facilitate more direct and frequent transit service to Downtown and other major employment centers.
N-EH-29 (delete)	Minimize the use of cul-de-sac streets to further encourage a more gridlike pattern of streets and promote connectivity in the Education Hill Neighborhood.
N-EH-30 (delete)	Support improvements as defined in the Transportation Master Plan to Redmond-Woodinville Road, Avondale Road NE, Willows Road and SR 520; also support the extension of 160th Avenue NE to Redmond-Woodinville Road at approximately NE 106th Street, in order to enhance the variety of transportation corridors available for navigating around the perimeter of Redmond's northern neighborhoods.
N-EH-33 (delete)	Support the conversion of 166th Avenue NE from NE 85th Street to NE 104th Street from a four to three-lane configuration contingent upon solutions provided for vehicular conflicts near the intersection of 166th Avenue NE and NE 104th Street, including the installation of a traffic signal at that intersection.
N-EH-35 (delete)	Improve street lighting in the Education Hill Neighborhood to help avoid pedestrian and vehicular conflicts and to improve pedestrian safety, while minimizing disturbances to nearby residences.
N-EH-36 (delete)	Develop street standards for new or redeveloped local streets within the Education Hill Neighborhood that allow for a narrow street width, yet meet required standards for safety, mobility and emergency access.
N-EH-39 (delete)	Provide limited access on the west side of Avondale Road NE in the area north of NE 104th Street and approximately south of NE 108th Street, if extended.
N-EH-40 (no changes pending TMP updates)	Work with the Education Hill Neighborhood to implement priority improvements as identified in Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements.
N-EH Table 2 (no changes pending TMP updates)	Table 2: Education Hill Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements
	<p>Improve Pedestrian Safety and Mobility</p> <p>The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood.</p>
	<ul style="list-style-type: none"> <li>• Address visibility issues and crossing opportunities along 166th Avenue NE, including the intersections with NE 104th Street and NE 95th Street.</li> <li>• Consider an enhanced connection between Redmond High School and Hartman Park with consideration of a pedestrian overpass or tunnel design.</li> <li>• Complete sidewalks in the neighborhood based on citywide criteria at locations described in the previous connections table (Table 1).</li> <li>• Work in partnership with transit authorities, City staff and the Neighborhood Citizens Committee to address transit ridership issues that include: <ul style="list-style-type: none"> <li>◦ Placement of shelters at bus stops;</li> <li>◦ Increased choices, efficiency and frequency of routes within and connecting to the neighborhood;</li> <li>◦ Student access to and from school and school-related activities; and</li> <li>◦ Coordination with housing policies to optimize the alignment of transit services.</li> </ul> </li> <li>• Provide improvements to the intersection at 166th Avenue NE and NE 104th Street, including street lights for safety and a traffic signal that gives higher priority to pedestrian flow over vehicular flow. Design the improvements to promote interactivity within the</li> </ul>

	neighborhood, to be pedestrian-oriented and to provide character and identity to the Education Hill Neighborhood.
	Consider a "scramble phase" option for the intersection of 166th Avenue NE and NE 104th Street through which traffic stops in all directions, while providing pedestrians and bicyclists ample time for street crossings during high-pedestrian-volume periods. Analyze the effectiveness and design alternatives for a roundabout or signalization at the intersection of 166th Avenue NE and NE 95th Street. Work with the Neighborhood Citizens Advisory Committee to consider additional and alternative forms of pedestrian access along the southern slopes of the neighborhood as they meet the edges of the Downtown Neighborhood.
<b>Grass Lawn</b>	
N-GL-18 (delete)	<del>Improve street lighting on local streets in the Grass Lawn Neighborhood to help avoid pedestrian and vehicular conflicts and improve pedestrian safety, while minimizing disturbances to nearby residential homes.</del>
N-GL Table 1 (no changes pending TMP updates)	<p>Table 1: Grass Lawn Neighborhood Highest-Priority Pedestrian Mobility and Safety Improvements</p> <p>Improve Pedestrian Safety and Mobility The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic when possible and to promote opportunities to walk to schools, parks, trails, transit stops and other destinations within or near the neighborhood.</p> <ul style="list-style-type: none"> <li>• Establish safe pedestrian crossings of Redmond Way and 148th Avenue NE, particularly in sections where there are long distances between existing and planned signalized intersections.</li> <li>• Complete street lighting on Redmond Way for pedestrians.</li> <li>• Complete sidewalks in the neighborhood based on citywide criteria and the following neighborhood priorities: (1) Redmond Way; (2) 139th Place NE between NE 75th and NE 78th Place; (3) NE 73rd Place between NE 70th Place; (4) NE 75th Street; (5) 151st Avenue NE; and (6) 135th Avenue NE between NE 75th Street and NE 80th Street, and other missing sidewalk segments throughout the neighborhood.</li> <li>• Install bus shelters at neighborhood bus stops.</li> <li>• Consider providing sidewalks along one or both sides of Redmond Way that are separate from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.</li> <li>• Support efforts between the City of Redmond and the City of Kirkland to provide sidewalks on both sides of 132nd Avenue NE south of Old Redmond Road. Sidewalks should be separated from traffic by a planting strip.</li> </ul>
<b>Idylwood</b>	
N-ID-24 (no changes pending TMP updates)	<p>Recognize that West Lake Sammamish Parkway serves two roles: one as direct access to residences and a second as a minor arterial that supplements connections to Redmond's employment and urban centers. Consider the need for updates to the Transportation Master Plan for West Lake Sammamish Parkway, the neighborhood's highest priority for near-term improvements and pursue opportunities to:</p> <ul style="list-style-type: none"> <li>• Support the completion and build-out of West Lake Sammamish Parkway from its intersection with Bel-Red Road to Redmond's city limits at NE 20th Street as intended: a minor arterial and multimodal corridor with a pedestrian-supportive environment, including design elements, such as sidewalks, bike lanes, crosswalks, and planted medians and buffers.</li> </ul>

	<ul style="list-style-type: none"> <li>Encourage volumes and travel speeds consistent with the West Lake Sammamish Parkway's designation as a minor arterial and multimodal corridor.</li> <li>Incorporate designs as part of future infrastructure improvements in a manner that is sensitive to these two roles.</li> </ul>								
N-ID-25 (no changes pending TMP updates)	Support improvements to West Lake Sammamish Parkway from NE 51st Street to Bel-Red Road, including establishing a dedicated multiuse path for pedestrians and bicyclists that is separated from vehicular travel lanes by landscaping, grade or both.								
N-ID Table 1 (no changes pending TMP updates)	<p>Table 1: Idylwood Neighborhood Highest-Priority Pedestrian and Bicycle Mobility and Safety Improvements</p> <table> <tr> <td rowspan="5">Priority Pedestrian Projects</td><td>Install a mid-block crosswalk with appropriate safety features on West Lake Sammamish at an appropriate location between 180th Avenue NE and NE 27th Street to increase opportunities for crossing where distances are greater than the City's standard distance between legal crossings.</td></tr> <tr> <td>Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.</td></tr> <tr> <td>Install sidewalks and other pedestrian improvements that help establish and maintain a pedestrian-supportive environment along West Lake Sammamish Parkway where right-of-way is available.</td></tr> <tr> <td>Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility. Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists' attention.</td></tr> <tr> <td>Identify and plan intersection improvements to promote pedestrian mobility and safety at: <ul style="list-style-type: none"> <li>NE 40th Street and 172nd Avenue NE</li> <li>West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE</li> <li>West Lake Sammamish Parkway and 180th Avenue NE</li> <li>West Lake Sammamish Parkway and NE 24th Street with particular attention to improving sight distances</li> </ul> </td></tr> <tr> <td>Priority Bicycle Projects</td><td>Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.</td></tr> </table>	Priority Pedestrian Projects	Install a mid-block crosswalk with appropriate safety features on West Lake Sammamish at an appropriate location between 180th Avenue NE and NE 27th Street to increase opportunities for crossing where distances are greater than the City's standard distance between legal crossings.	Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.	Install sidewalks and other pedestrian improvements that help establish and maintain a pedestrian-supportive environment along West Lake Sammamish Parkway where right-of-way is available.	Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility. Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists' attention.	Identify and plan intersection improvements to promote pedestrian mobility and safety at: <ul style="list-style-type: none"> <li>NE 40th Street and 172nd Avenue NE</li> <li>West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE</li> <li>West Lake Sammamish Parkway and 180th Avenue NE</li> <li>West Lake Sammamish Parkway and NE 24th Street with particular attention to improving sight distances</li> </ul>	Priority Bicycle Projects	Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.
Priority Pedestrian Projects	Install a mid-block crosswalk with appropriate safety features on West Lake Sammamish at an appropriate location between 180th Avenue NE and NE 27th Street to increase opportunities for crossing where distances are greater than the City's standard distance between legal crossings.								
	Use interim measures along West Lake Sammamish Parkway to increase pedestrian and bicycle access and promote safety until complete street improvements are implemented.								
	Install sidewalks and other pedestrian improvements that help establish and maintain a pedestrian-supportive environment along West Lake Sammamish Parkway where right-of-way is available.								
	Recognize Idylwood Beach Park as a regional facility with higher pedestrian volumes on a seasonal basis, particularly related to the off-site parking facility. Consider additional features at the related Idylwood Beach Park crosswalk that improve pedestrian visibility and motorists' attention.								
	Identify and plan intersection improvements to promote pedestrian mobility and safety at: <ul style="list-style-type: none"> <li>NE 40th Street and 172nd Avenue NE</li> <li>West Lake Sammamish Parkway, NE 36th Street and 177th Avenue NE</li> <li>West Lake Sammamish Parkway and 180th Avenue NE</li> <li>West Lake Sammamish Parkway and NE 24th Street with particular attention to improving sight distances</li> </ul>								
Priority Bicycle Projects	Promote bicycle etiquette. Offer bicycle education and safety awareness programs to school-aged children. Consider partnership with Audubon Elementary School.								
N-NR-54 (no changes pending TMP updates)	Encourage reliable and frequent transit services along multimodal corridors, within the North Redmond Neighborhood and immediate vicinity, consistent with the Redmond Transportation Master Plan.								
N-NR-56 (no changes pending TMP updates)	Ensure that as new development occurs on a property or configuration of adjacent properties, the developer plans, designs and implements linkages, as shown on the North Redmond Neighborhood Circulation Plan and the North Redmond Supplemental Connections Map, in order to promote connections to schools, recreation and other developments. Accommodate a variety of motorized and nonmotorized traffic in the neighborhood. Allow for flexibility in the general location and alignment of the connections, while utilizing mitigation techniques to accommodate increased traffic, reduce impacts to corridor residents, and provide enhanced safety measures.								
N-NR-58 (revise)	Ensure the implementation of traffic-calming features along 172nd Avenue NE, north of NE 116th 122nd Street to NE 124th/128th Street, including but not limited to landscaped buffers and medians.								

N-NR-60 (delete)	Ensure the incorporation of traffic mitigation techniques at the intersection of 172nd Avenue NE and NE 116th Street, which is the intersection of two multimodal corridors, and include in the analysis opportunities for: <ul style="list-style-type: none"> <li>• Efficient traffic flow;</li> <li>• Pedestrian and bicycle travel; and</li> <li>• Safety for pedestrians, bicyclists and motorists.</li> </ul>
N-NR-61 (delete)	Study, identify and install features to promote a minimum of three safe crossings at appropriate intervals along NE 116th Street within the segments from Redmond-Woodinville Road to Avondale Road NE.
N-NR-62 (delete)	Require that bike lanes are also delineated if centerlines are added to existing streets.
N-NR-63 (delete)	Require that any new private streets are designed, built and maintained for pedestrian safety and accessibility as defined in the Transportation Master Plan, in addition to utilizing lowimpact and environmentally sensitive techniques as appropriate.
N-NR-64 (delete)	Encourage the design and construction of all new local streets at the minimum allowable width in order to preserve the area's character; protect critical areas and reduce stormwater runoff, while also providing for safe pedestrian and bicycle activity, provided that there is a minimum of two vehicle access points serving the development, with the exception of the Wedge subarea.
N-NR-67 (delete)	Allow narrow Street Edge Alternative (SEA), low-impact development, and woonerf design and construction standards on local streets. Ensure that the designs: <ul style="list-style-type: none"> <li>• Do not result in a reduction of class or service as defined by the existing City street standards;</li> <li>• Provide access to residential areas while reducing environmental and economic impacts; and</li> <li>• Do not increase congestion, hazards or difficulty in serving the area.</li> </ul>
N-NR-69 (delete)	Utilize traffic-calming techniques to slow traffic through residential neighborhoods, including on arterials and collectors.
<b>Southeast Redmond</b>	
N-SE-67 (no changes pending TMP updates)	Work with transit agencies and other partners to improve transit service as an alternative to driving alone, especially in the eastern part of the neighborhood where there is less transit service. Pursue improvements to local routes, access to regional routes, and park and ride access, and explore alternative transit service options.
N-SE-68 (delete)	Explore and implement creative ways to reduce conflicts between vehicles and nonmotorized street users.
N-SE-69 (no changes pending TMP updates)	Find ways to enable pedestrians and bicyclists to safely cross Redmond Way to access homes, transit, jobs, services, and Marymoor Park. For example, encourage pedestrians to use shorter crossings, such as at NE 70th Street, or install grade-separated crossings.
N-SE-70 (delete)	Manage congestion by, for example, using technology and making efficient use of existing infrastructure, so that the travel network overall continues to function.
N-SE-71 (delete)	Ensure that arterials provide convenient and safe pedestrian crossing opportunities.
N-SE-72 (no changes pending TMP updates)	Support long-term improvements to mitigate congestion at the end of SR 520, including at the interchange with Redmond Way and the intersection at Union Hill Road.
N-SE-73	Improve connectivity in the neighborhood by planning for and constructing multimodal improvements as shown in Map N-SER-3. Prioritize improvements that improve the quality

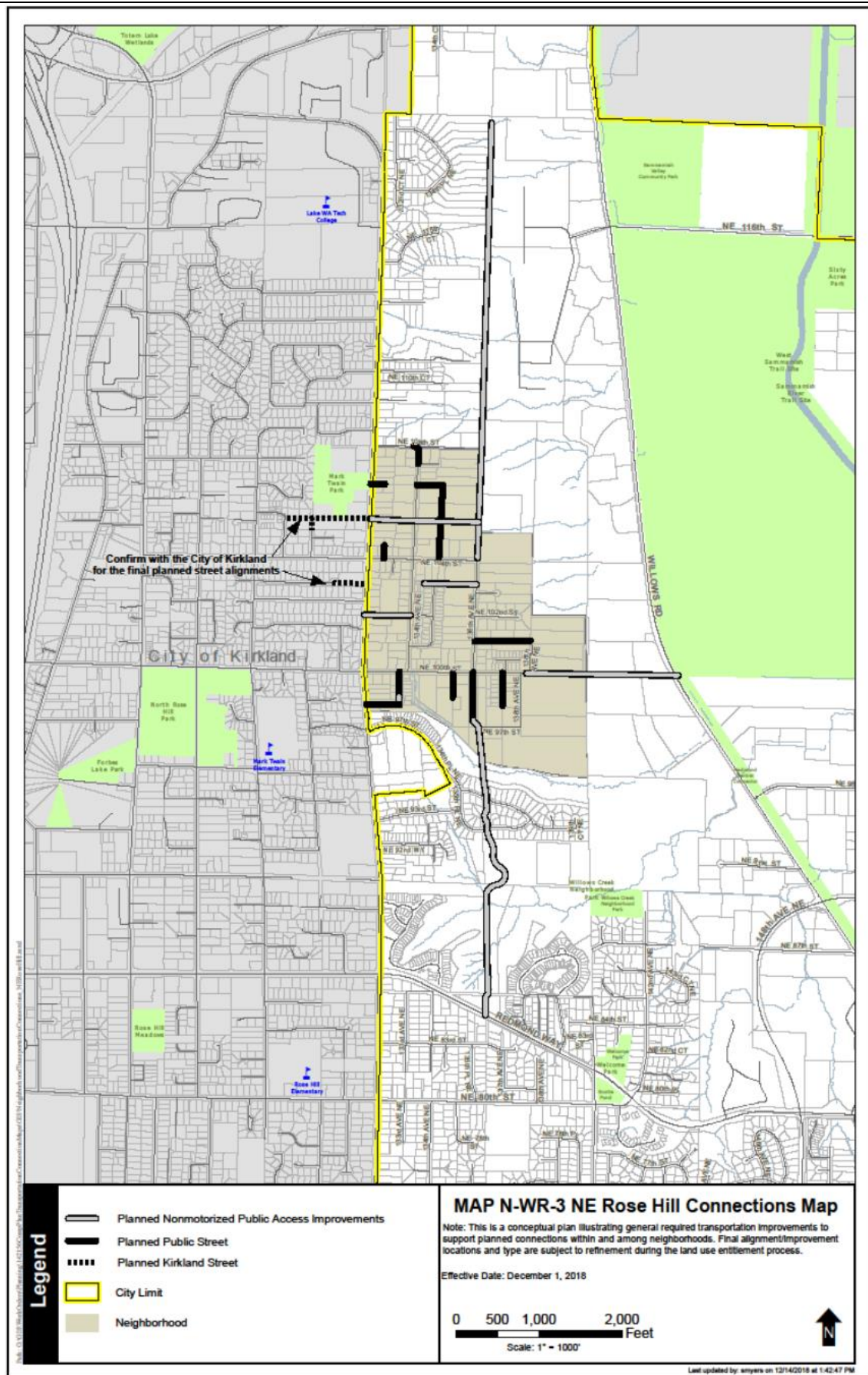
## ➤ REDMOND 2050

(no changes pending TMP updates)	of connections from the Central Subarea to the Redmond Way and Marymoor Subarea for commuting and midday trips.
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N-SE-74 (delete)	Work with Sound Transit and others to encourage regional commuters to use the planned Southeast Redmond Park and Ride to access transit.
N-SE-75 (delete)	Partner with Sound Transit and King County Metro to ensure high-quality multimodal access to the station area, especially considering commuters who will need access to the regional street network.
N-SE-76 (delete)	Promote through, general vehicular, and truck travel on principal and other high-capacity arterials, which have higher vehicular volume and speed.
N-SE-78 (no changes pending TMP updates)	Condition future commercial development that relies upon heavy vehicles to use alternatives to 188th Avenue NE between Redmond Way and the 6800 block.
Willows-Rose Hill	
N-WR-H-10 (no changes pending TMP updates)	New residential developments in the NE Rose Hill Subarea shall facilitate pedestrian and vehicle connections by providing convenient walkways and by designing new and improved streets to enhance the existing street grid as shown in Map N-WR-3. NE 100th Street shall not be extended through to Willows Road due to the presence of high Landslide Hazard Areas within this corridor.
N-WR-H-11 and preamble (delete)	<p>Residents of NE Rose Hill have indicated through public meetings and surveys that they prefer a more rural street standard that includes narrow streets, landscaped drainage swales and walkways. Included among the reasons for this preference are desires to better integrate new development with the existing development character, to reduce the amount of impervious surface and stormwater runoff, and to achieve a more rustic and less finished look. Residents are also seeking improved pedestrian safety through slower traffic speeds and adequate separation between walkways and motorized traffic. The design and improvement of such streets are described in the following policies:</p> <p>New and improved streets in the NE Rose Hill Subarea shall be built per the standards contained in RZC Appendix 2: Construction Specifications &amp; Design Standards for Streets and Access. These streets shall be characterized by the following features:</p> <ul style="list-style-type: none"> <li>• Narrow street widths designed to serve local access needs and to reduce the amount of impervious surface.</li> <li>• Pedestrian walkways.</li> <li>• Landscaped drainage swales designed at a minimum to convey stormwater and to provide a natural-looking and informal landscaped edge that separates walkways from vehicle lanes. Subdivisions should include, and short subdivisions are encouraged to include, drainage swales landscaped to enhance stormwater quality and control.</li> </ul>

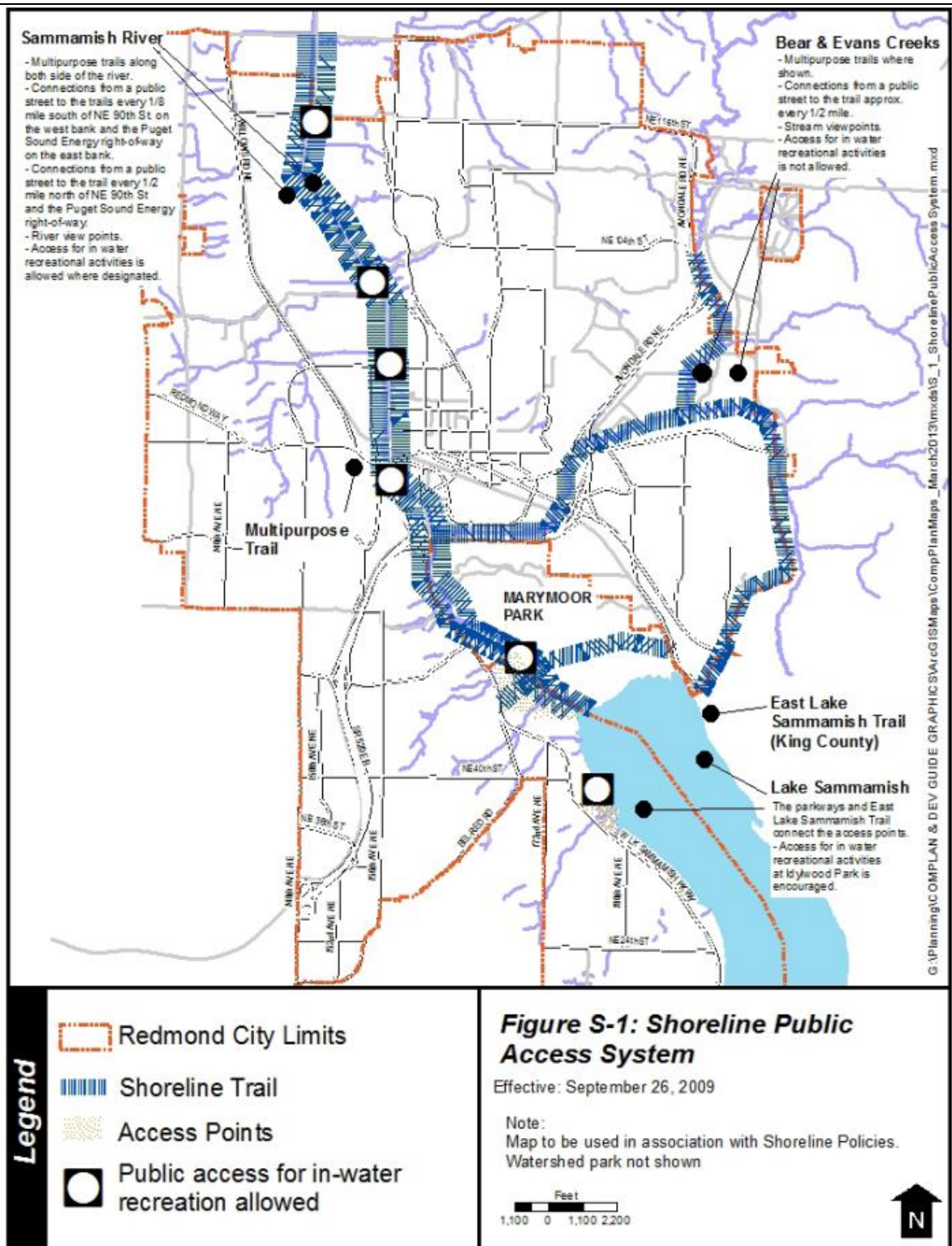
Map N-WR-3  
(no changes  
pending TMP  
updates)



N-WR-H-3 (delete)	New developments along Willows Road, Redmond Way and 132nd Avenue NE should share existing accesses. Shared access may include use of existing driveways and access corridors or the construction of new private streets to link properties. Internal vehicular access to adjacent properties should also be provided.
N-WR-H-5 (delete)	Sidewalks and walkways in the Willows/Rose Hill Neighborhood shall be designed to include a planting strip or other appropriate buffering between motorized and nonmotorized uses to improve safety for pedestrians.
N-WR-H-6 (delete)	The City shall pursue improved street lighting in the Willows/Rose Hill Neighborhood to help avoid pedestrian and vehicular conflicts, while minimizing light trespass into the night sky.
N-WR-H-7 (delete)	Pedestrian-scale lighting should be provided on public streets in new short plats and subdivisions in the Willows/Rose Hill Neighborhood.
N-WR-H-8 (delete)	The Cities of Redmond and Kirkland should systematically work together, with the involvement of area residents and property owners, to plan for and implement improvements for transportation facilities that affect both cities. This work should include establishing milestones and reviewing progress towards meeting them.
N-WR-H-9 (no changes pending TMP updates)	Table H-1 identifies the Willows/Rose Hill Neighborhood's highest priorities for pedestrian safety and traffic management improvements. The City and the Willows/Rose Hill Neighborhood should work cooperatively to implement priority improvements through City grant programs and coordination with transportation staff. The City and a representative neighborhood group shall periodically review progress and update this list of neighborhood proposed needs and solutions with the involvement of the Willows/Rose Hill Neighborhood.
N-WR-H Table H-1 (no changes pending TMP updates)	<p>Table H-1: Willows/Rose Hill Neighborhood Highest-Priority Pedestrian Safety and Traffic Management Improvements</p> <p><b>Improve Pedestrian Safety</b></p> <p>The goals of the improvements below are to improve safety for pedestrians by providing sidewalks and walkways that are separated from motorized traffic and to promote opportunities to walk to schools, parks, trails, transit stops, workplaces and other destinations within or near the neighborhood.</p> <ul style="list-style-type: none"> <li>• Improve 132nd Avenue NE to enable pedestrians and bicyclists to safely cross the street to access destinations, such as Lake Washington Technical College and Mark Twain School and Park. Support the City of Kirkland's plan to add a traffic signal at NE 100th Street. Additional locations recommended for improved crossings are the vicinity of NE 95th Street, NE 104th Street and NE 114th Street. Among suggested improvements are lighted crosswalks, crossing flags and improved signage.</li> <li>• Improve Willows Road to enable pedestrians and bicyclists to safely cross the street at several locations to gain safer access to businesses, transit stops, and existing and planned trails. Among the potential improvements are crosswalks with pedestrian-actuated signal or grade-separated crossings.</li> <li>• As part of new and improved streets in NE Rose Hill, include walkways that are separated from traffic to improve safety for pedestrians.</li> <li>• Along both sides of Redmond Way provide sidewalks that are separated from traffic, for example by a planting strip, to improve safety for pedestrians and support transit use.</li> <li>• Support the City of Kirkland's plan for 132nd Avenue NE to provide sidewalks along the east side of the street that are separated from traffic by a planting strip.</li> </ul> <p><b>Traffic Calming and Management</b></p>

	<p>The goals of the improvements below are to promote driving at safe speeds in the neighborhood, to reduce the opportunities for traffic accidents, and to maintain reasonable access for residents turning onto and off of arterials by managing the traffic flow.</p> <ul style="list-style-type: none"> <li>• Improve the intersection of 142nd Avenue and Redmond Way to address issues of limited visibility and access for vehicles turning left onto Redmond Way.</li> <li>• Manage the speed and flow of traffic along 132nd Avenue NE to maintain reasonable access for residents turning onto and off of this street and to improve safety. Among the recommended improvements are: <ol style="list-style-type: none"> <li>1. Install a traffic signal at NE 100th Street and other locations as warranted to provide more breaks in north-south traffic and to enable access onto or off of this street from nearby residences.</li> <li>2. Periodically use a speed monitoring display board to remind drivers of speed limits. Particular areas of concern include the portions of 132nd Avenue NE between Redmond Way and Mark Twain Park and near Lake Washington Technical College.</li> <li>3. Make other improvements to manage traffic flow and improve the visual quality of the street, such as turn lanes, landscaped medians and additional street trees.</li> </ol> </li> <li>• Improve the safety of traffic speeds along Willows Road, particularly during non-peak hours. Recommendations include: <ol style="list-style-type: none"> <li>1. Make the speed limits in the north and south portions of the street consistent at 35 mph.</li> <li>2. Use speed monitoring display boards and enforcement to deter drivers from exceeding speed limits.</li> </ol> </li> </ul>
NE-133 (delete)	<del>Continue implementing and enforcing commute trip reduction programs as a means to limit or reduce vehicle trips as a key strategy for reducing vehicle-related air pollution.</del>
SL-31 (no changes pending TMP updates)	Design shoreline developments to include safe pedestrian linkages through the site to existing or planned shoreline public access facilities adjacent to the site, when required. Where required by the Shoreline Public Access System map, Figure S-1, links shall be dedicated for public use. These public access requirements shall be subject to the nexus and proportionality tests laid out by the U.S. Supreme Court.

Figure S-1



UC-23 (delete)	Provide sidewalks and bicycle access linking employment uses and nearby residential neighborhoods to convenience commercial and service uses.
UC-24 (delete)	Implement a parking development and management program that: <ul style="list-style-type: none"> <li>• Minimizes on-site surface parking;</li> <li>• Encourages shared, clustered parking to reduce the total number of stalls needed for residents and visitors and to increase the economic and aesthetic potential of the area;</li> </ul>

	<ul style="list-style-type: none"> <li>• Creates incentives for structured parking;</li> <li>• Maximizes on-street parking, particularly for use by those shopping or visiting; and</li> <li>• Provides techniques to property owners, businesses, and organizations to manage parking demand.</li> </ul>
UC-25 (revise)	<p>Ensure safe, efficient access to and within shopping areas for all transportation modes by:</p> <ul style="list-style-type: none"> <li>• Providing for sufficient <u>parking access</u> for retail businesses to meet normal <u>parking</u> demand, while avoiding excessive paving and underused land;</li> <li>• <del>Encouraging</del> <u>Requiring</u> business driveway access onto local streets, rather than arterials, wherever feasible;</li> <li>• Encouraging joint use of driveways and parking to minimize vehicle turning conflicts and reduce overall <u>need for</u> parking <u>stalls</u><u>needs</u>; and</li> <li>• Separating and buffering walkways from vehicular circulation areas.</li> </ul>
UC-26 (delete)	<p><del>Work with WSDOT and other stakeholders to ensure that SR 520 operates efficiently and that future improvements to SR 520:</del></p> <ul style="list-style-type: none"> <li>• <del>Support the operation of city arterials for all modes;</del></li> <li>• <del>Connect HOV lane users conveniently with transit hubs;</del></li> <li>• <del>Reserve capacity for light rail transit; and</del></li> <li>• <del>Avoid new and reduce existing adverse impacts from noise, light, and motor vehicle pollution associated with such projects.</del></li> </ul>
UC-27 (no changes pending TMP updates)	<p>Strive to achieve by 2030 a non-single occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting, or other "virtual" commute) mode split of 40 percent for peak-period trips in the urban centers. Do this by providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking development and management plan.</p>
UC-28 (delete)	<p><del>Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.</del></p>